At a great cost (say 1,000*l.*) this application of the earthen tube to chimneys was brought out by a gentleman who took part in my interests: a wharf was opened for the sale of the tubes at Belgrave Basin, Pimlico; and considerable quantities were sold. The first public structure which used them was the Consumptive Hospital, Old Brompton, built by the Messrs. Bird, of Hammersmith, to whom we sold them.

After two years, finding the sale of material slack and unremunerative, we discontinued the establishment at the wharf, and sold at half price our residue of stock to the Commissioners of Sewers for drain pipes! In the year 1849 I found, however, that my flues had been used in Buckingham Palace, in Mr. Hope's mansion in Piccadilly, in Lord Ellesmere's, in the Marylebone Hospital, in Windsor Castle, and in fact, throughout all the country in great public buildings and private residences.

I applied directly to the owners and architects for a moderate remuneration: these gentlemen hesitated; but finally, having laid their heads together, refused to acknowledge my right, although my patent is enrolled in the high Court of Chancery; and now, in addition to the heavy losses already sustained by me, I am compelled to sue every one of the parties who have pirated my plans.

It is not my wish to obstruct the manufacture of tubular flues, neither is it my interest to prevent their sale and extensive use; but my rights demand a small tribute, on the application in buildings, which can neither injure the manufacturer nor weigh upon the builder of houses.

WILLIAM DENLEY.

Books.

A Catechism of the Steam Engine, with various Suggestions of Improvement. By J. BOURNE, C.E. Third edition. Longman and Co., Paternoster-row.

THIS is not a mere elementary treatise to enlighten the ignorant reader as to what is a piston, a valve, or a cylinder. Much of it in the outset relates to the action of the steam engine, and implies, to begin with, at least a considerable knowledge of its structure, which, however, is afterwards practically discussed in a way that will be useful more especially to those engaged in its construction, as the preceding part will be to all employed in its management. Such a little volume as this, written on practical principles, and not a mere literary compilation from theoretical works, as so many compendiums on the steam engine have been, appears, though also having higher purposes, to be just what ought to be put into the hands of every working engineer employed in the management of engines, whether fixed, locomotive, or marine. The details, according to the author, are not taken from books, but derived from practice and personal communication with experienced engineers. Though giving an outline of the whole subject in small compass, the present volume is not intended as a substitute for the quarto treatise lately published by the same author, but rather as an introduction and a sort of supplement to that work.

Miscellanea.

TREATMENT OF BUILDERS.—In reply to advertisement, six tenders were delivered by builders, generally considered to possess equal means and facilities. The amounts were as follows:—

Hare	£2,373
Rimshole	2,247
Mason	2,204
Chudleigh	2,130
Collins	2,068
Blackmore	2,030

Strange to say, that the second tender in amount, 217*l.* above the lowest, is selected. And what is still more strange, the proprietor, in reply to a letter sent by Mr. Blackmore, states that it was his intention from the earliest stage of the business to employ Mr. Rimshole. He so far forgets himself, that he asserts, "you entered into competition at your own risk." How can the word "competition" apply to this unfair business? J. S.

RAILWAY RATING.—The London and North-Western have resolved to resist what they conceive to be an unjust attempt to extort extravagant rates on their property at Euston-square. At a late meeting of the Southampton trust, they appealed against the assessment of the station. In 1848, the rate was 506*l.*; and in 1849, from an increase of buildings, they consented to 1,050*l.* The commission, however, has now raised the assessment to 23,800*l.*, on which the company would be liable to pay about 1,700*l.* Evidence was given that the value was only 4,600*l.* instead of 23,800*l.*, and that the company only occupied 1-100th part of the trust, but were called upon to pay one-eighth of the rates. The decision was adjourned. At a late vestry of St. Pancras also, it was stated that this company had paid for poor-rates, in 1848, 1,714*l.*, and in 1849, 2,416*l.*, but that the vestry had increased the assessment to 27,463*l.* net annual rental; and that at that rate, they would have to contribute between 3,000*l.* and 4,000*l.* to the poor-rates of the parish. After a long discussion, it was announced that the vestry would reconsider the assessment.

THE PROGRESSIVE SOCIETY OF JOINERS AT LIVERPOOL.—A public meeting of this new society was held on 20th inst., the Mayor in the chair, when its objects were announced to be,—for mutual improvement, as well as business, apart from public-houses,—for the establishment of a trade library,—and for provident purposes, such as insurance for behoof of widows and families, making good the loss of tools by fire, &c. The instruction of apprentices and sons of members, as well as of the members themselves, by lectures, classes, &c., is also comprised in the constitution of the society, the members of which are to be called upon to pay 1s. to 2s. entrance-fee, with 2d. a-week in regular contributions, both sums to be increased hereafter if requisite. Mr. W. Thomson, Mr. J. A. Picton, Mr. W. Rathbone, and others, addressed the meeting in very effective speeches; and amongst other resolutions, it was unanimously resolved,—"That, in the opinion of this meeting, the interests of the employer and the employed are mutual and identical, and the association therefore earnestly call upon the employers of labour in this town, those engaged in the building trade especially, to aid in this effort to improve the character and condition of men whose moral conduct and habits of industry entitle them to the support of all who are interested in the due reward of labour as well as in the creation of wealth."

THE ECCLESIOLOGICAL SOCIETY.—The eleventh annual general meeting of this (the late Cambridge Camden) Society, was held on Thursday 16th, at the National Schools, Albany-street, Regent's-park. The Venerable Archdeacon Thorp, president, presided. There were also present Lord Campden, Mr. A. J. B. Hope, M.P., Sir S. Glynne, Bart., Messrs. Bevan, Pearson, Forbes, France, Luard, Dickinson, Chambers, Parnell, Eddis, Carpenter, Truefitt, Winter, Street, Place, Russell, Stuart, Macculloch, Wegg-Prosser, M.P., &c. The Rev. B. Webb, the secretary, then read the report. A paper on Anthems, was read by Mr. F. R. Wegg-Prosser. The Rev. T. Helmore read a paper on the Cantus Collectarum, and on the Decline of True Ecclesiastical Music in the Cathedral and Collegiate Choirs in this Country. A paper was next read by Mr. G. E. Street, architect, endeavouring to prove that certain churches in Kent and Surrey were the work of the same architect, and concluding with the recommendation of a church-guild among professional architects. Mr. G. G. Place, architect, explained a model by which he illustrated a method, devised by himself, for shoring up central lantern-towers, where it might be necessary to rebuild their bearing-arches and piers. The meeting then examined some specimens of church plate and enamelling, exhibited by Mr. Keith, the manufacturer to the society; also some iron-work, cheaply wrought by Mr. J. Leaver, and some wood-carving by Philip and Co.

KNOWLEDGE OF CURVES.—We understand that Mr. Jopling, under the sanction of the Board of Trade, is endeavouring to give "an impulse to art" by explaining, in the Government School of Design, Somerset-house, the principles and practice of the septenary system.

INSTITUTION OF CIVIL ENGINEERS.—On Tuesday, May 21, (Mr. William Cubitt, President, in the chair), the paper read was "On Printing Machines, especially those used in the printing of the *Times* newspaper," by Mr. Edward Cowper. Some interesting statistics, relative to the printing of the *Times*, were mentioned, from which it appeared that on the 7th of May, 1850, the *Times* and Supplement contained 72 columns, or 17,500 lines, made up of upwards of a million pieces of type, of which matter about two-fifths were written, composed, and corrected after seven o'clock in the evening. The Supplement was sent to press at 7.50 P.M., the first form of the paper at 4.15 A.M., and the second form at 4.45 A.M.: on this occasion 7,000 papers were published before 6.15 A.M., 21,000 papers before 7.30 A.M., and 34,000 before 8.45 A.M., or in about four hours. The greatest number of copies ever printed in one day was 54,000; and the greatest quantity of printing in one day's publication was on the 1st of March, 1848, when the paper used weighed 7 tons,—the weight usually required being 4½ tons: the surface to be printed every night, including the Supplement, was 30 acres: the weight of the fount of type in constant use was 7 tons; and 110 compositors, and 25 pressmen, were constantly employed.

DOINGS OF BY-GONE ARTISTS.—Mr. Reinagle, late R.A., has been giving some odd stories of by-gone artists in the *Literary Gazette*. Amongst his statements, he says, that Ramsay having received an order from King George III. to paint ninety pairs of his whole-length portraits of the King and Queen, Ramsay contracted with the father of the writer to paint them for 50 guineas the pair; and for these pictures, which passed as his own work, Ramsay received 200 guineas the pair, he being in Rome at the time. Sir W. Beechey received 120 guineas for a small copy of his picture, "George III. reviewing the Troops in Hyde-park," and grumbled at paying the writer 80 guineas for doing it, saying he ought to have done it for 20*l.* Chantrey, he says, ambitious of a fame for versatility, engaged to make a set of drawings for a Topographical Work on Derbyshire. His sketches were nearly *unintelligible scratches*; words stood in most cases for drawn objects—as trees, a tree, a wall, a road, a path, figures, ducks, running water, a woman, children, stones, rough stone wall, and so on. "I agreed to make proper drawings from them, at the charge of 6 guineas each. When the first six were engraved by W. Cook, and I was invited to meet Chantrey at his (Cook's) house, to my astonishment Chantrey's name was engraved at the foot as the artist, and not mine." Chantrey's celebrated group of two children in Litchfield Cathedral, he says, was composed, modelled, and executed in marble by an Italian artist. Hoppner pledged his word to Count Woronzuff to let him have a copy of his half-length portrait of W. Pitt, done by himself, but the writer painted it, as he had done thirteen others. He says, "Hoppner came to me, and desired that I would not vein the Giallo antico column, as he had a particular reason. I wondered why so insignificant a part should not be left to me, but I found this was done that he might be able to say he painted it. Then the Count desired him to sign it, *which he did.*"

REDUCTION IN THE COST OF RAILWAY WORKS.—Upwards of forty miles of railway work were, it is said, let by the Directors of the Great Northern Railway Company on Thursday last, for considerably under 5,000*l.* a mile.

ESTIMATING SEWERS.—The following is a list of tenders sent in for the construction of sewers and pipe-drains at West Brompton, in accordance with advertisement in THE BUILDER; Messrs. Godwin, architects:

Corbet (at prices)			
H. Emmins (ditto)			
Boyd Smith	£840	6	0
Collard	817	2	6
Cooper	568	10	0
Mutter	487	11	4
Humphries and Thirst	419	0	0
Knight and Son	383	0	0
Peirson	348	0	0
H. Johnson	314	0	0
Williams	230	0	0
Kamester (accepted)	302	0	0

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